

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (currently amended) An electrically controlled braking system comprising:

at least one control unit, said at least one control unit generating control signals indicative of demand for braking;

a first brake component responsive to the control signals generated by said at least one control unit;

a second brake component responsive to the control signals generated by said at least one control unit;

a first control network electrically connecting said at least one control unit and said first brake component, said first control network adapted to transmit the control signals from said at least one control unit to said first brake component;

a second control network electrically connecting said at least one control unit and said second brake component, said second control network adapted to transmit the control signals from said at least one control unit to said second brake component; and

an auxiliary control link electrically connecting said first brake component and said second brake component, said auxiliary control link adapted to transmit the control signals, after the control signals have been received by one of said first brake component and said second brake component, from the one of said first brake component and said second brake component that received the control signals to the other one of said first brake component and said second brake

component when a failure occurs in one of said first control network or said second control network.

2. (original) The braking system of Claim 1 wherein said at least one control unit comprises two control units, wherein one of said two control units is electrically connected to said first control network, and wherein another of said two control units is electrically connected to said second control network.

3. (original) The braking system of Claim 1 wherein said at least one control unit comprises a single control unit, and wherein the single control unit is electrically connected to both said first control network and said second control network.

4. (original) The braking system of Claim 1 wherein said at least one control unit comprises two control units, and wherein each of the two control units is electrically connected to both said first control network and said second control network.

5. (previously presented) The braking system of Claim 1 further comprising:

a third brake component responsive to the control signals generated by said at least one control unit, said third brake component electrically connected to said first control network;

a fourth brake component responsive to the control signals generated by said at least one control unit, said fourth brake component electrically connected to said second control network; and

a second auxiliary control link electrically connecting said third brake component and said fourth brake component, said second auxiliary control link adapted to transmit the control signals received by one of said third brake component and said fourth brake component to the other one of said third brake component and said fourth brake component when the failure occurs.

6. (previously presented) The braking system of Claim 5 further comprising:

a fifth brake component responsive to the control signals generated by said at least one control unit, said fifth brake component electrically connected to said first control network;

a sixth brake component responsive to the control signals generated by said at least one control unit, said sixth brake component electrically connected to said second control network; and

a third auxiliary control link electrically connecting said fifth brake component and said sixth brake component, said third auxiliary control link adapted to transmit the control signals received by one of said fifth brake component and said sixth brake component to the other one of said fifth brake component and said sixth brake component when the failure occurs.

7. (original) The braking system of Claim 1 wherein each of said first brake component and said second brake component comprises a brake actuator comprising an electrical control unit.

8. (original) The braking system of Claim 1 wherein said first brake component and said second brake component are actuated by a force selected from the group

consisting of an electrical force, a hydraulic force, a pneumatic force and combinations of these.

9. (original) The braking system of Claim 1 wherein said first brake component and said second brake component are disposed on a common axle of a vehicle.

10. (original) The braking system of Claim 1 wherein said at least one control unit further controls functions a vehicle system selected from the group consisting of an antilock brake system, an electronic braking force distribution system, a vehicle suspension system, a dynamic stability system and combinations of these.

11. (original) The braking system of Claim 1 wherein control signals to which both said first brake component and said second brake component are responsive are transmitted over both said first control network and said second control network.

12. (currently amended) An electrically controlled braking system comprising:

- at least one control unit, said at least one control unit generating control signals indicative of demand for braking;

- a plurality of pairs of brake components, each of said brake components responsive to the control signals generated by said at least one control unit;

- a first control network electrically connecting said at least one control unit and a first brake component of each pair of brake components, said first control network adapted to transmit the control signals from said at least one control unit to the first brake component of each pair of brake components;

a second control network electrically connecting said at least one control unit and a second brake component of each pair of brake components, said second control network adapted to transmit the control signals from said at least one control unit to the second brake component of each pair of brake components; and

a plurality of auxiliary control links electrically connecting the first brake component of each pair of brake components and the second brake component of each pair of brake components, said auxiliary control links adapted to transmit the control signals, after the control signals have been received by one of the first brake component of each pair of brake components and the second brake component of each pair of brake components, from the one of the first brake component of each pair of brake components and the second brake component of each pair of brake components that received the control signals to the other one of the first brake component of each pair of brake components and the second brake component of each pair of brake components when a failure occurs in one of said first control network or said second control network.

13. (original) The braking system of Claim 12 wherein said at least one control unit comprises two control units, wherein one of said two control units is electrically connected to said first control network, and wherein another of said two control units is electrically connected to said second control network.

14. (original) The braking system of Claim 12 wherein said at least one control unit comprises a single control unit, and wherein the single control unit is electrically connected to both said first control network and said second control network.

15. (original) The braking system of Claim 12 wherein said at least one control unit comprises two control units, and wherein each of the two control units is electrically connected to both said first control network and said second control network.

16. (original) The braking system of Claim 12 wherein each of the brake components comprises a brake actuator comprising an electrical control unit.

17. (original) The braking system of Claim 12 wherein each of said brake components is actuated by a force selected from the group consisting of an electrical force, a hydraulic force, a pneumatic force and combinations of these.

18. (original) The braking system of Claim 12 wherein each pair of brake components is disposed on a common axle of a vehicle.

19. (original) The braking system of Claim 12 wherein said at least one control unit further controls functions a vehicle system selected from the group consisting of an antilock brake system, an electronic braking force distribution system, a vehicle suspension system, a dynamic stability system and combinations of these.

20. (original) The braking system of Claim 12 wherein control signals to which each of said brake components is responsive are transmitted over both said first control network and said second control network.

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21. (cancelled)